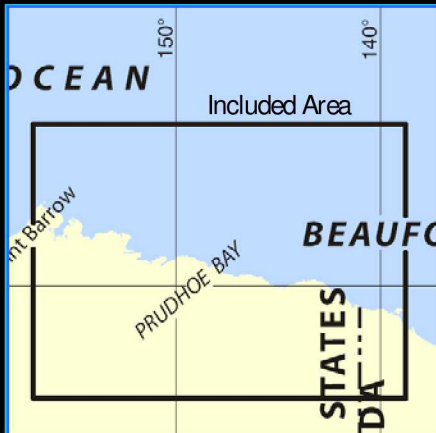


# **BookletChart<sup>TM</sup>**

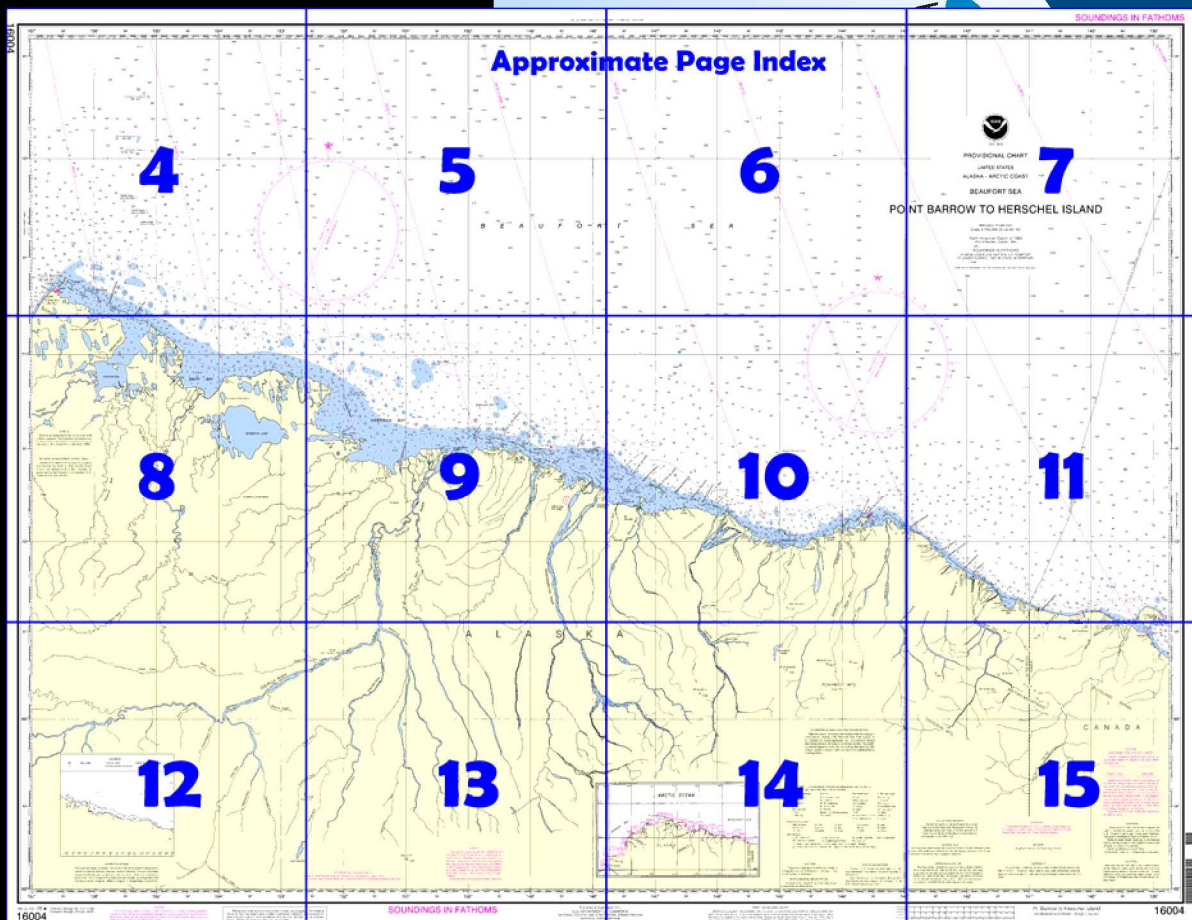
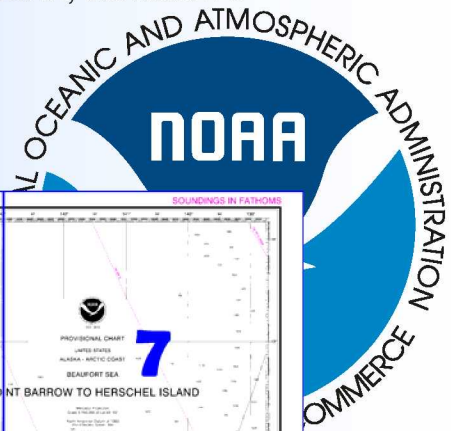
## **Point Barrow to Herschel Island**

(NOAA Chart 16004)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



**Home Edition (not for sale)**





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

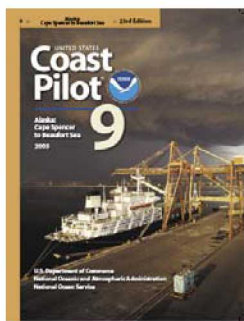
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 9, Chapter 9 excerpts]**

(132) **Caution.**—Mariners are advised that in the shallow waters of the Beaufort Sea, water levels are strongly influenced by meteorological conditions. Strong offshore winds can produce water depths up to 2½ feet less than those shown on the charts.

(147) **Dease Inlet**, behind the SE Plover Islands, is 10 miles wide between Christie Point and Tangent Point and extends inland about 20 miles. The inlet has depths of 8 to 10 feet except for the shallows near the beaches.

The principal entrances are from Elson Lagoon and Sanigaruak Pass. **Tiny Island** and **Oarlock Island**, known as the **Kikiktak Islands**, are 10 to 15 miles up Dease Inlet from Christie Point; on Tiny Island is a small freshwater lake. **Admiralty Bay**, at the head of Dease Inlet, has depths and bottom similar to the outer part of the inlet; several rivers empty into the bay.

(163) **Colville River**, the largest along the Arctic coast of Alaska, has a delta that extends 20 miles along the SE side of Harrison Bay. There are three major channels and numerous minor channels through the delta. It is probable that a draft of 3 feet can be taken over the entrance bars and upriver to the rapids a few miles below the mouth of **Anaktuvuk River**, which empties into the Colville River 75 miles from Harrison Bay.

(165) **Thetis Island** is 6 miles NW of Oliktok Point and 5 miles off the Colville River Delta. Good anchorage, with protection from SW winds, is found in depths of 12 feet E of the island.

(173) **Cross Island** is 6 miles E of the Midway Islands. Somewhat protected anchorage for vessels drawing up to 10 feet can be found behind the crescent-shaped island and the several small islets that extend to the S. Large ice floes remain hinged to the N and E sides of the island during the entire open season. Two miles SE of Cross Island is a shoal that extends 4 miles in a SE direction. **Dinkum Sands**, a gravel reef that bares, is halfway along the shoal.

(174) **Prudhoe Bay**, SE of Point McIntyre, has shoals across most of its entrance. **Gull Island**, a small island midway along the shoals, is a conspicuous radar target. The bay proper has depths of 6 to 9 feet and affords good holding anchorage with protection from all but NW weather. The best access route has depths of 4 feet and parallels the W shore at a distance of 0.4 mile.

(179) **Foggy Island Bay**, which extends 12 miles along the mainland between Foggy Island and Tigvariak Island, has depths of as much as 20 feet but has wide shallow areas along its E and W sides.

(184) **Newport Entrance** is between Karluk Island of the McClure group and Pole Island, W of the two major **Stockton Islands**, 5 miles ESE of the McClures. A sandbar is 1 mile SSE of Karluk Island, and a second sandbar is 2.3 miles SE of the island; the two bars are only a few yards in width and are awash during storm high waters. Shoals extend 1.5 miles W from Pole Island. Vessels drawing less than 7 feet can pass between Karluk Island and the two sandbars, but caution is advised because of the current action and berg gouging. The principal passage through Newport Entrance is between the sandbars and the Pole Island shoal; least depth is 16 feet over a width of 1 mile.

(186) **Challenge Entrance** is between Belvedere Island and Challenge Island, 6 miles to the SE. The W side of the opening and the area immediately S of Belvedere Island are shallow and dotted with tiny islets and bare shoals. The best water is 0.8 mile W of Challenge Island where vessels drawing 10 feet or less can enter with safety.

(190) **Mary Sachs Entrance**, between North Star Island and Flaxman Island, has extensive shoals on both E and W sides. There is a 0.7-mile-wide passage with depths of 10 feet about midway between the two islands.

(198) **Katakuruk (Kaktaturak) River** empties into the S side of Camden Bay on the W side of **Simpson Cove**. The cove has excellent holding ground and affords protection from ice and wind for vessels drawing up to 6 feet; approach should be made from NE of **Collinson Point**, the W end of the long narrow sandspit that extends from the mainland on the E side of the entrance. The best water is about 0.3 mile from the point; once past the point, there are depths of 9 to 11 feet in the greater part of the cove. Vessels should anchor as close to the weather shore as their drafts will permit.

(203) Off the NE end of Barter Island is **Bernard Spit**, a sand barrier that extends nearly 4 miles in an ESE direction. Between the over-lapping ends of Barter Island and Bernard Spit is **Bernard Harbor**, that has depths of 5 to 7 feet over good holding bottom but can only be entered by drafts of 4 feet or less. The N part of the harbor is out of the way of drifting bergs; ice does not get to this part of the harbor during W winds. Vessels entering Bernard Harbor from W should favor the Barter Island shore; this passage may become blocked soon after the ice starts in.

(210) **Manning Point** is a barrier spit that projects N from the mainland to within 0.2 mile of the NE end of Barter Island. **Kaktovik (Kaktoavik) Lagoon**, between the spit and the island, and **Jago Lagoon**, on the E side of the spit, have depths of 9 to 12 feet but, like Bernard Harbor, cannot be entered by drafts greater than 4 feet.

# Table of Selected Chart Notes

Corrected through NM Feb. 11/06  
Corrected through LNM Jan. 24/06

**HEIGHTS**  
Heights in feet above Mean High Water.

**MINERAL DEVELOPMENT STRUCTURES**  
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 9 for important supplemental information.


**NOTE B**  
Numerous obstructions are reported to exist in Elson Lagoon. The heaviest concentrations of obstructions are reported in the vicinity of the cove north of Brand Point. See chart 16082.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.  
See Canadian List of Lights, Buoys and fog Signals for information not included in the U.S. Coast Guard Light List.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
  
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◦ (Approximate location)

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey, U.S. Coast Guard and Canadian Hydrographic Service.

**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

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**COLREGS, 90.1705 (see note A)**  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):  

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Isb isophase	OBSC obscured	s seconds
Bn beacon	LT lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

  
Bottom characteristics:  

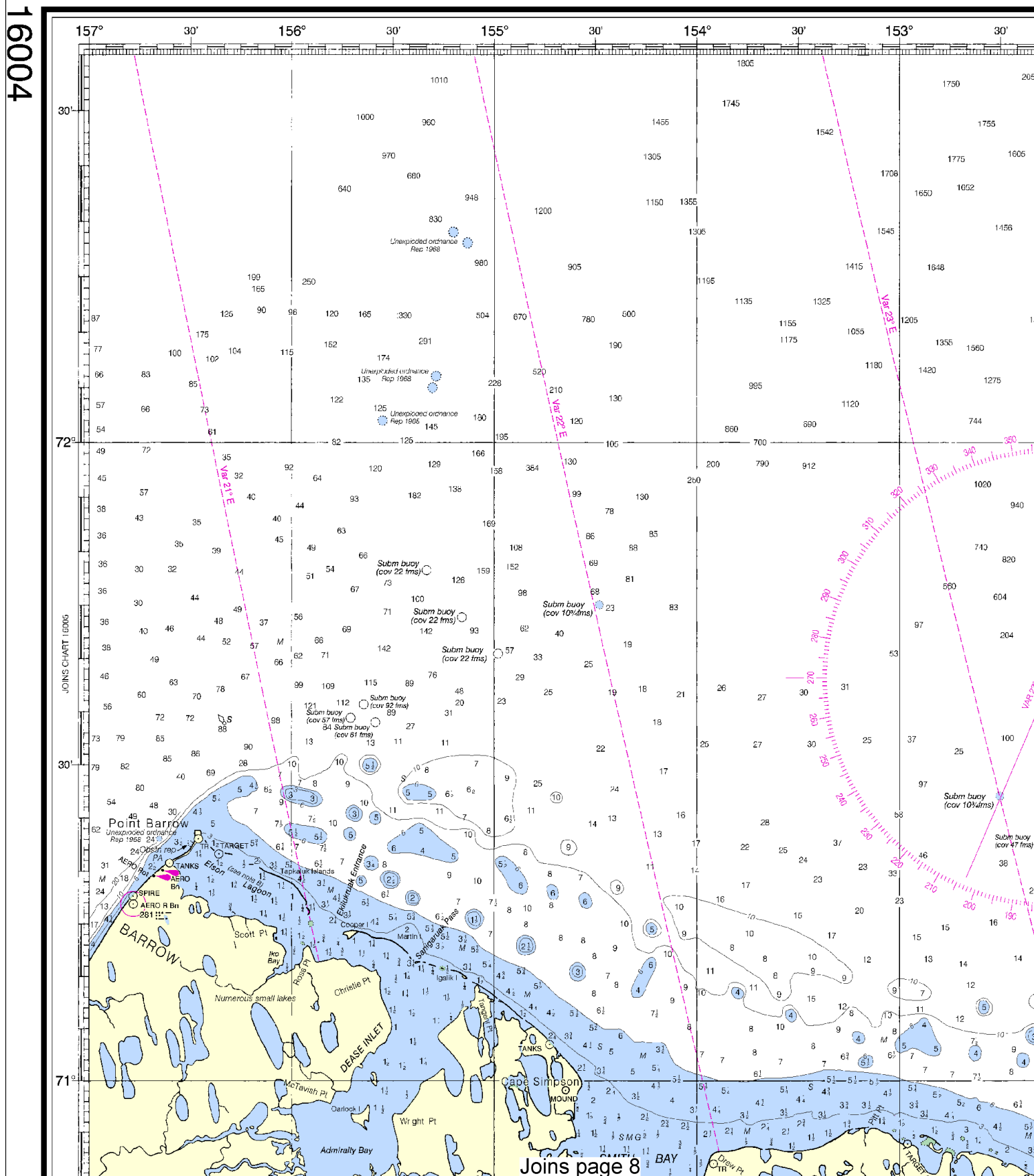
Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

  
Miscellaneous:  

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

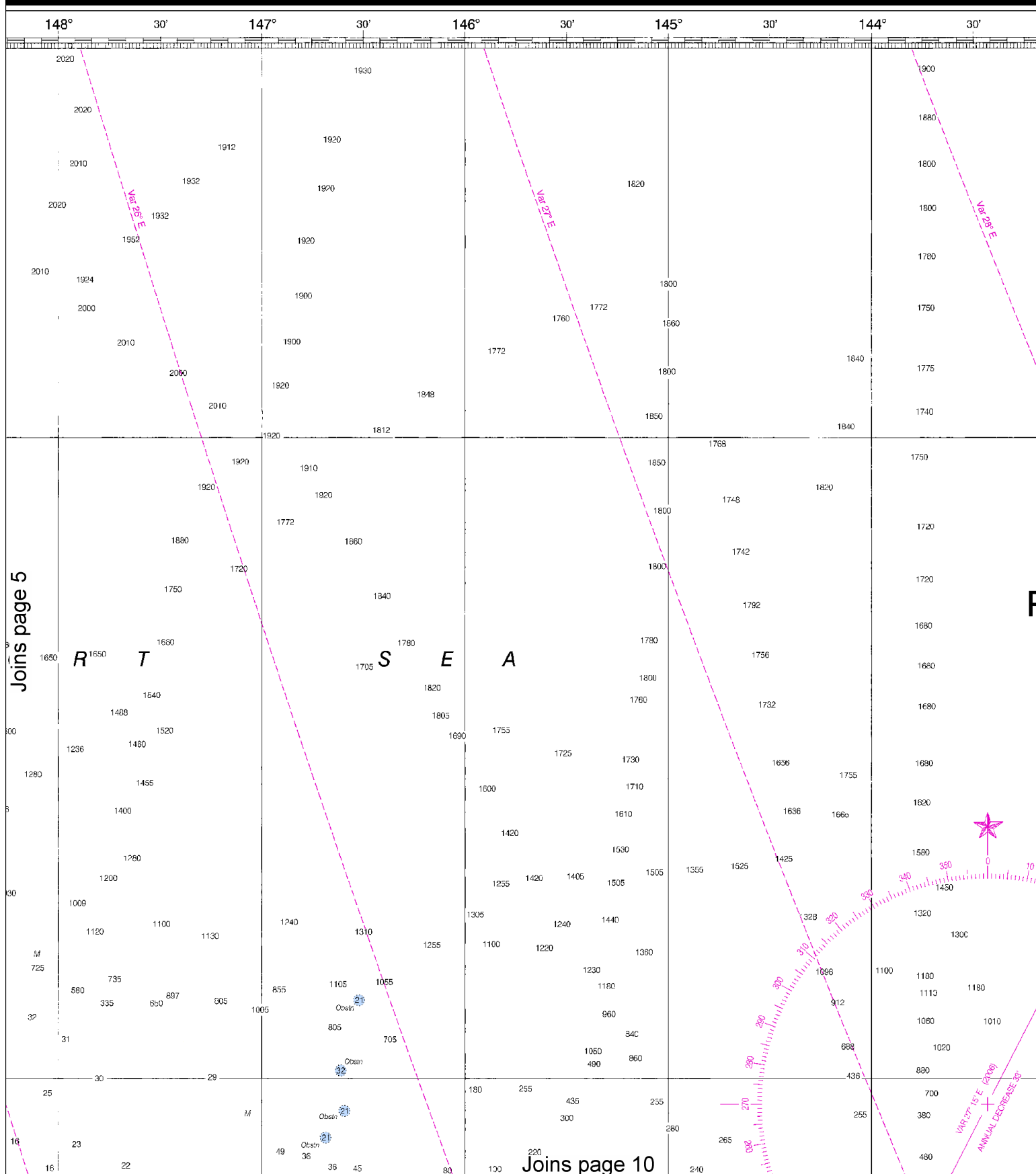
  
⚓ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

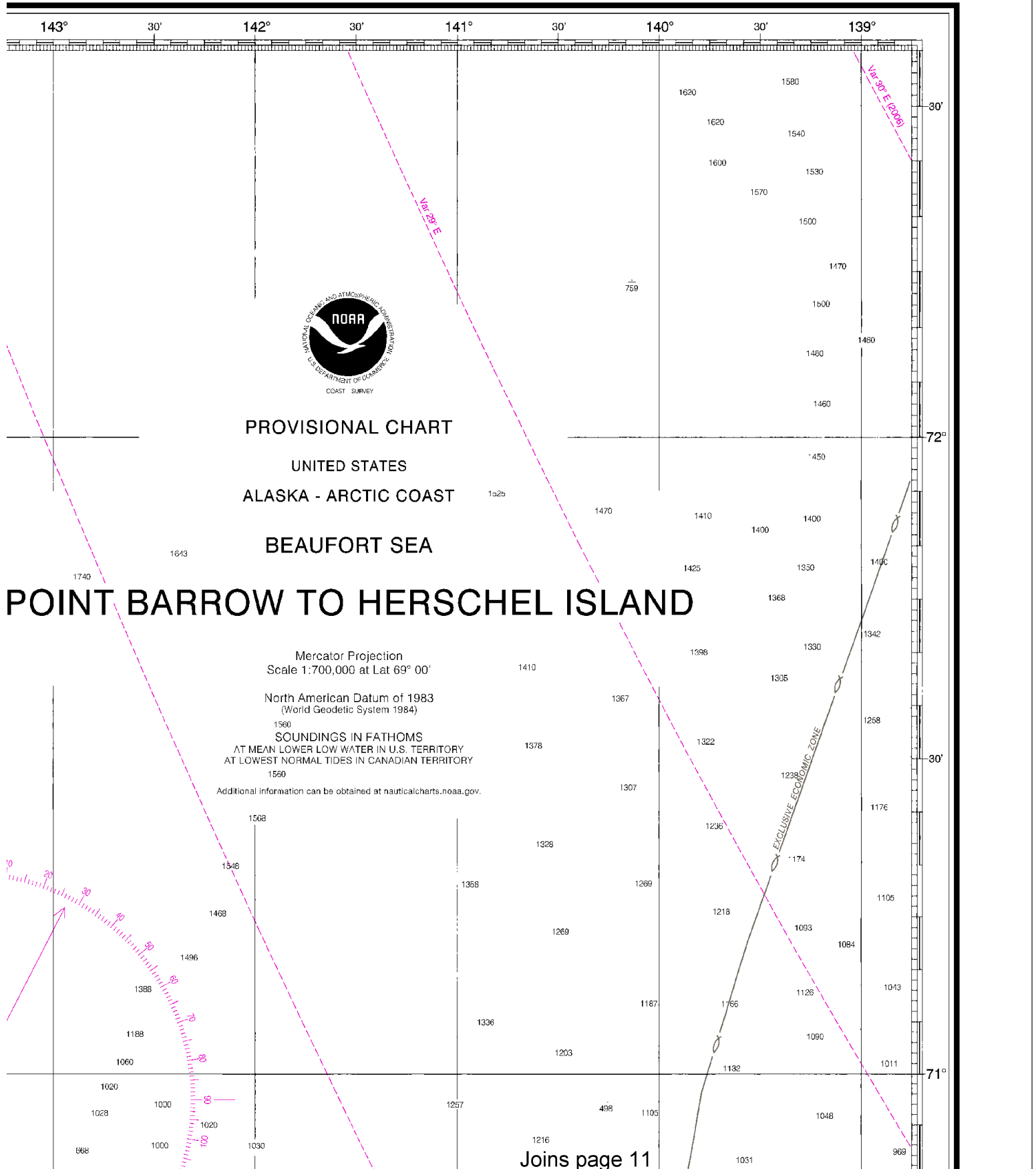
**PRINT-ON-DEMAND CHARTS**  
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).





This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:1000000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

71°

30'

70°

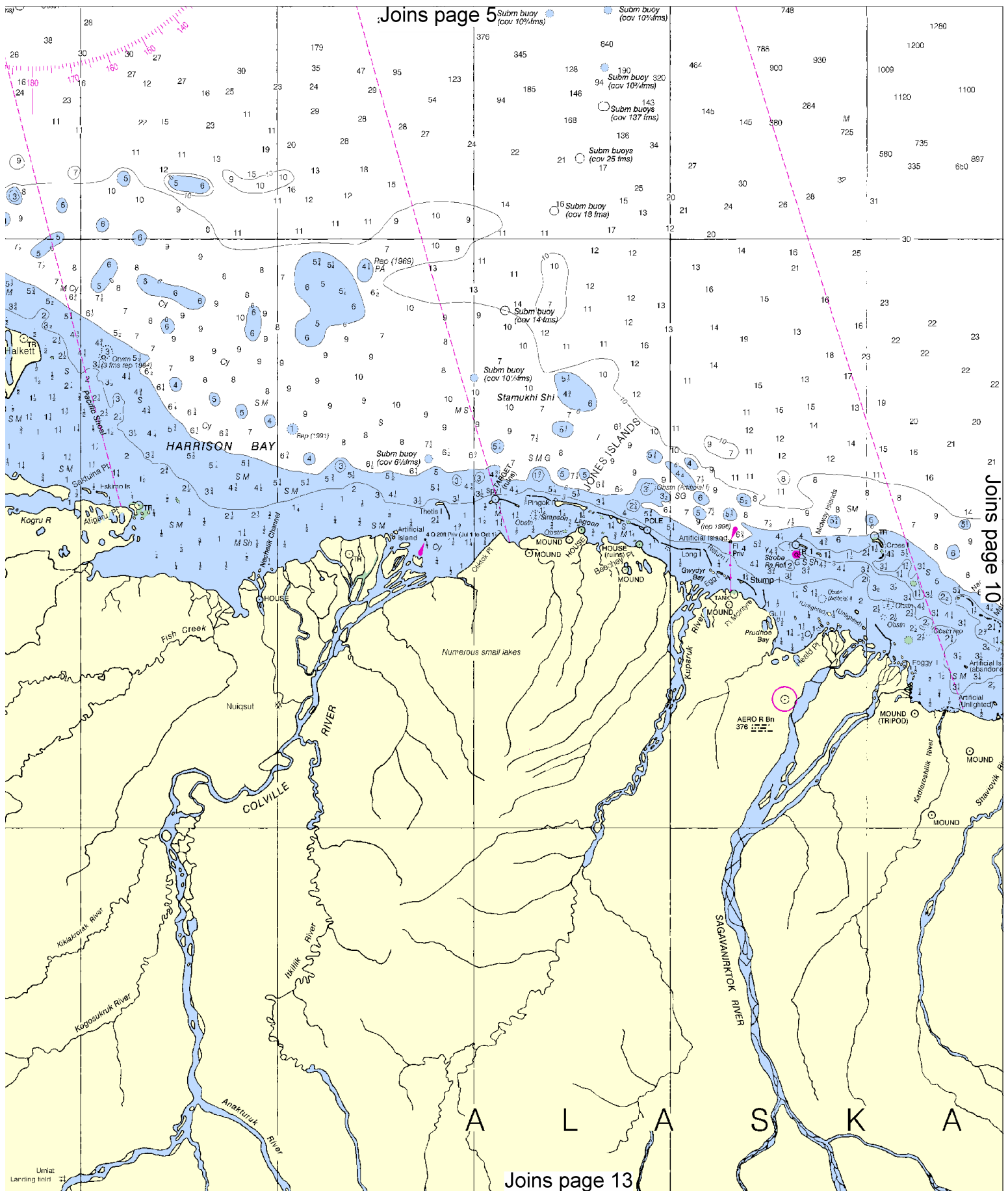
30'

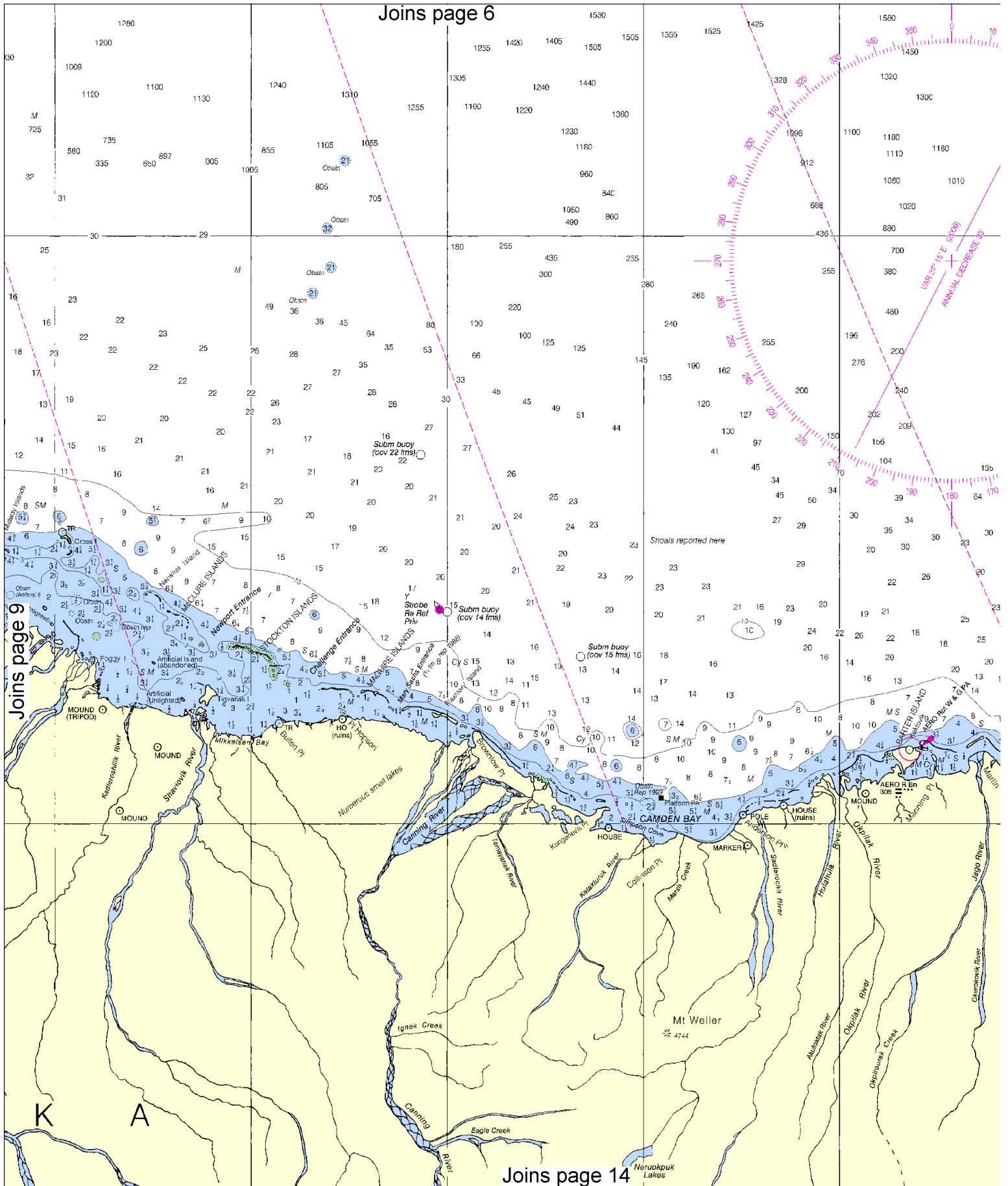
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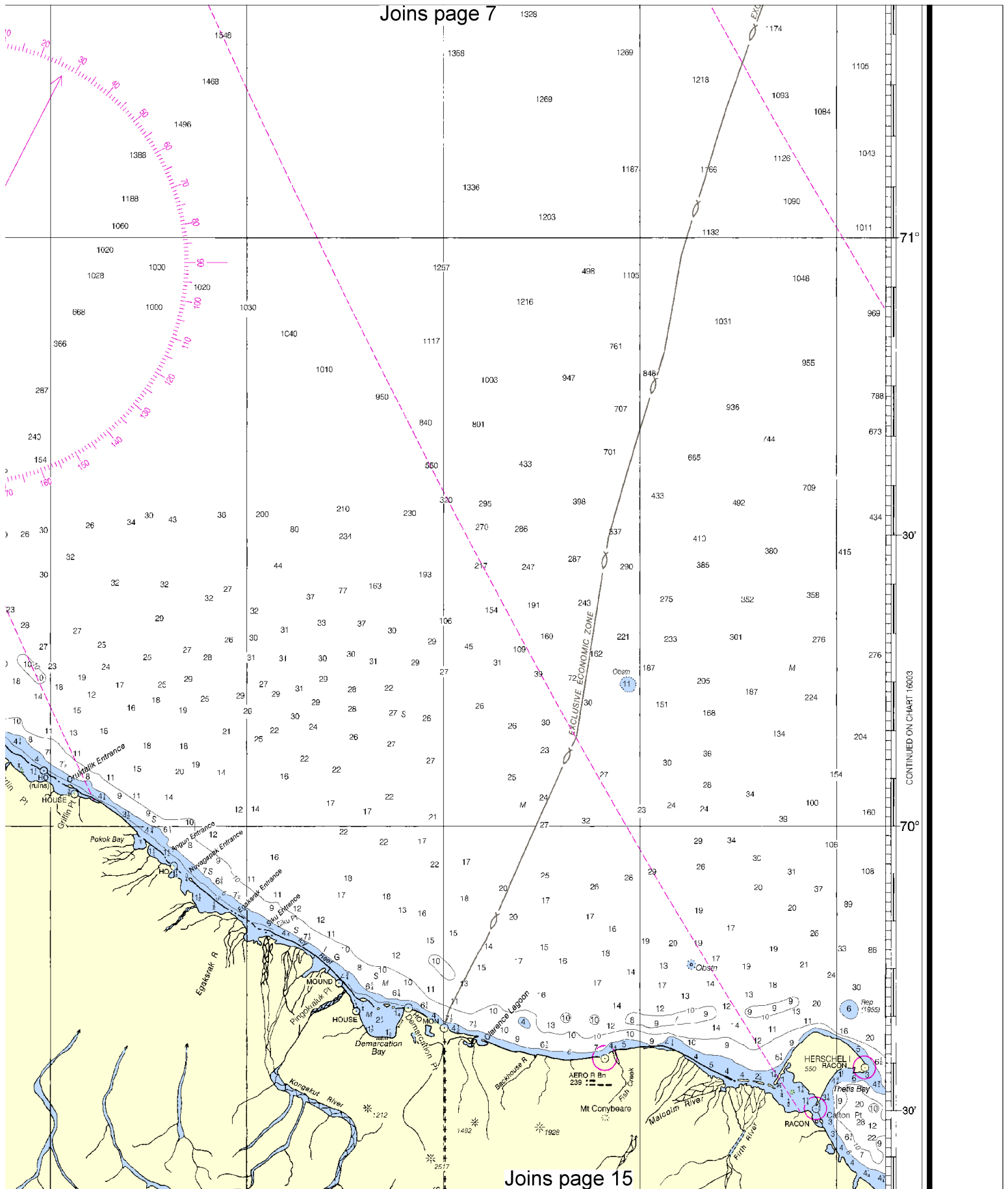
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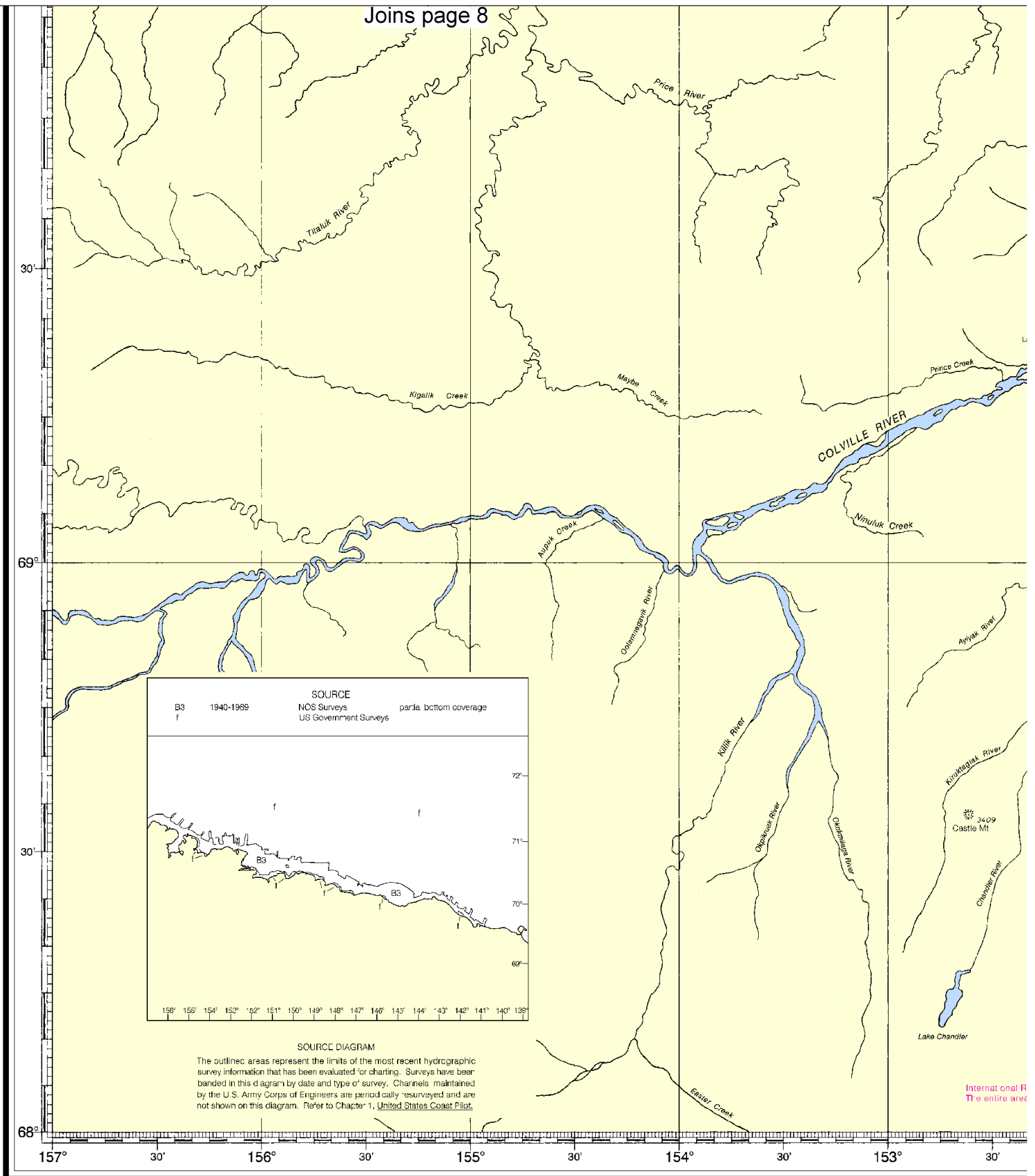












12th Ed., Feb. / 06 ■ Corrected through NM, Feb. 11/06  
Corrected through LNM Jan. 24/06

16004

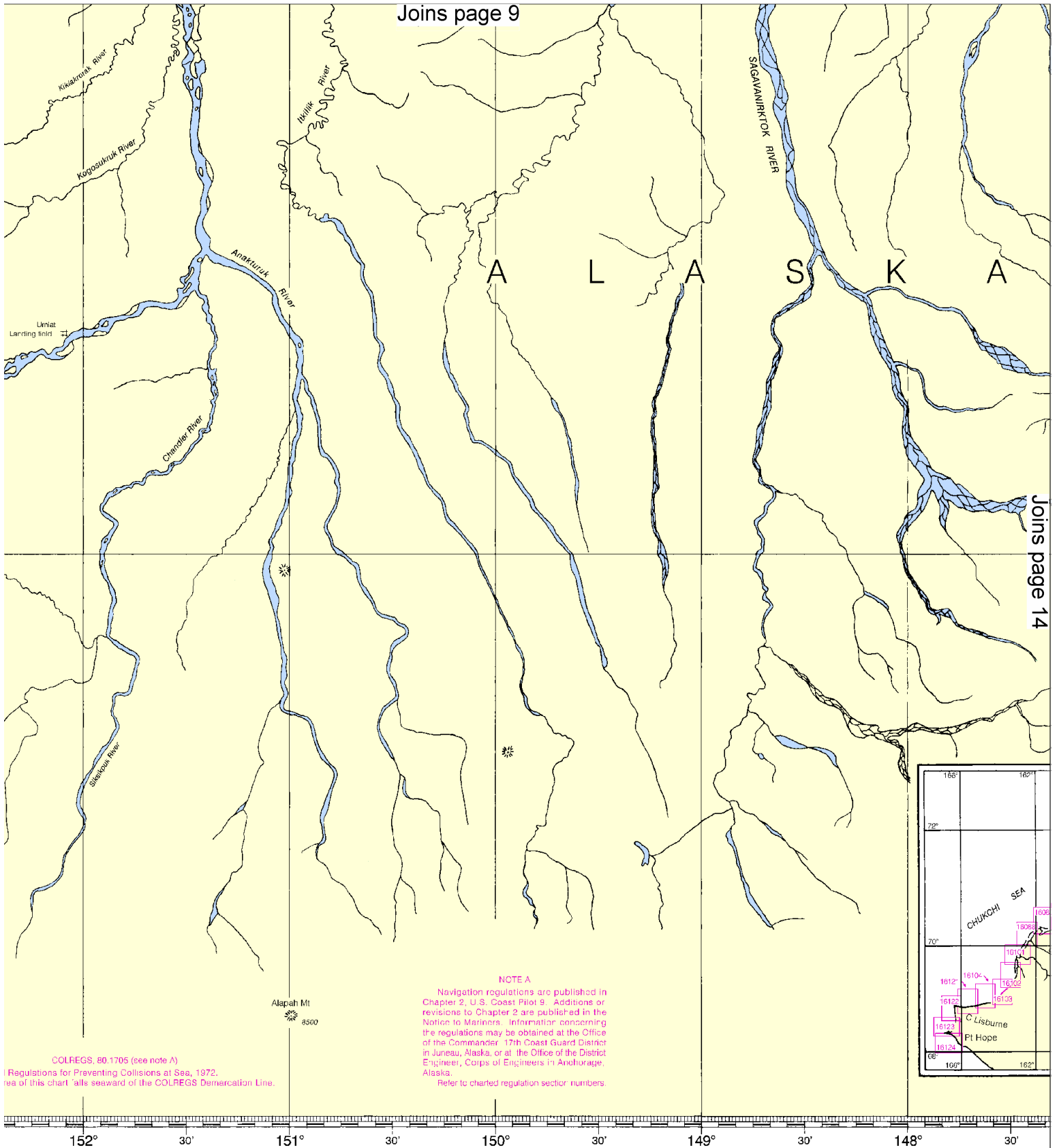
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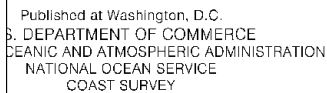
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12





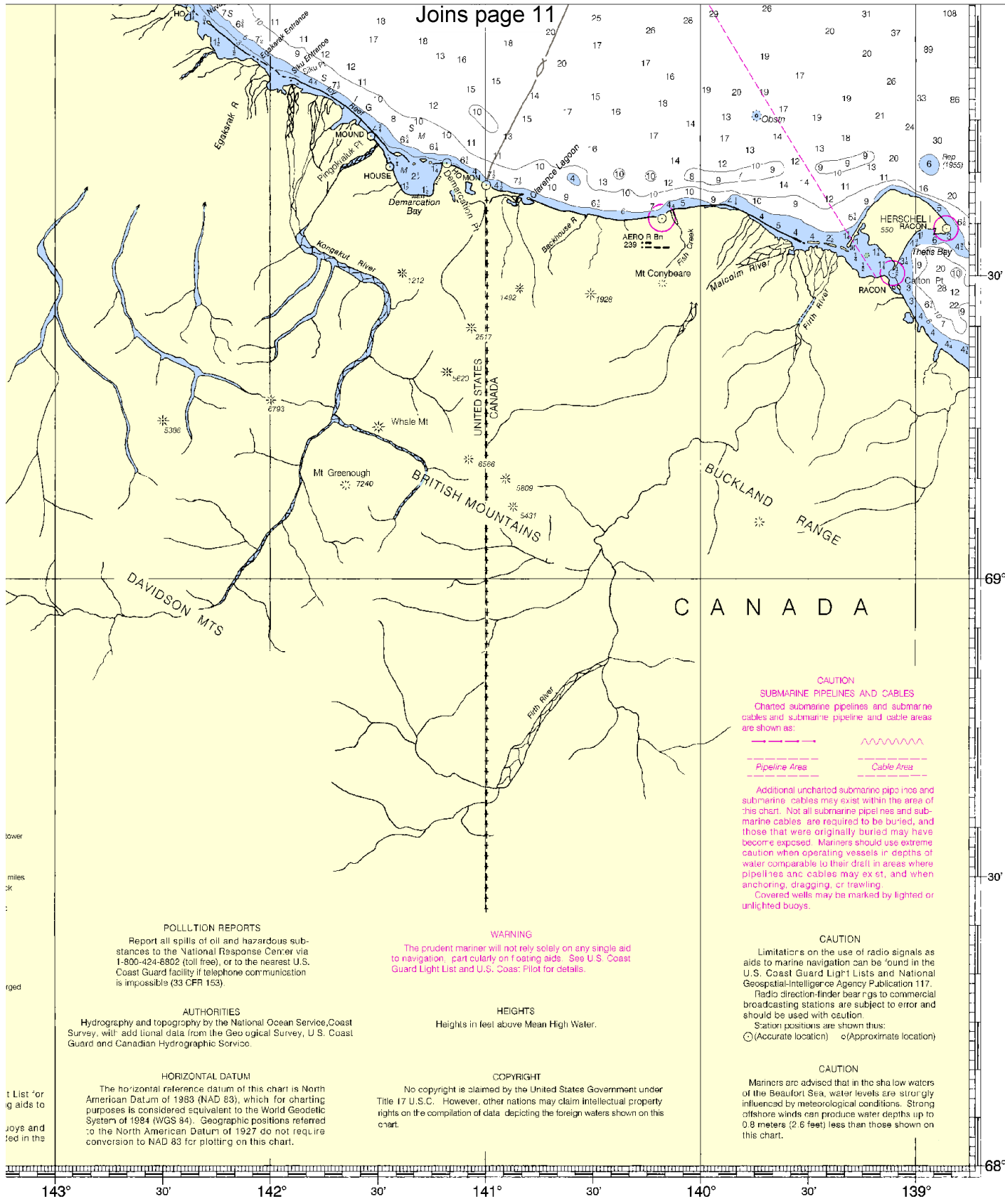




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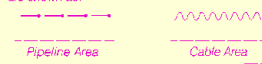
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Heights in feet above Mean High Water.

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FA - FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Pt. Barrow to Herschel Island  
SOUNDINGS IN FATHOMS - SCALE 1:700,000

16004

ED NO 12  
NSN 7642014015007  
NGA REFERENCE NO. 16AC016004



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**Canadian Coast Guard (RCC)** – 250-363-2995

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



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**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

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